

Yamaha Fz750 Years 1984 1991 Service Manual

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The Yamaha FZ750 is a sports motorcycle produced by Yamaha Motor Corporation between 1985 and 1991. The FZ750 is notable for several reasons, perhaps the most radical being the 5-valve cylinder head with a radial arrangement. This became something of a Yamaha trademark, and although disputed in recent years, it was argued that for a given lift, the 3 inlet valves flowed more effectively than conventional twin inlet valves. What was indisputable was that their light weight allowed for faster open

[Yamaha FZ750 - Wikipedia](#)

Yamaha FZ750 Claimed power: 85hp @ 11,000rpm (period test) Top speed: 140mph (period test) Engine: 749cc liquid-cooled 20-valve DOHC inline four Weight: 494lb (wet, no fuel) Fuel capacity/MPG: 30-50mpg Price then/now: \$4,599 (1985)/\$1,500-\$4,000 Sales people love something new to talk about. And in 1985, the plaid jacket guy at your Yamaha dealer could claim one-up on the competition.

[Take Five: 1985-1991 Yamaha FZ750 - Classic Japanese ...](#)

2235 mm / 88,0 in – FZ750 (1989-1991) Overall width 755 mm / 29,7 in Overall height 1165 mm / 45,9 in – FZ750 (1985-1986) 1200 mm / 47,2 in – FZ750 (1987-1991) Seat height 790 mm / 31,1 in – FZ750 (1985-1986) 800 mm / 31,5 in – FZ750 (1987-1991) Wheelbase 1485 mm / 58,5 in – FZ750 (1985-1986) 1490 mm / 58,7 in – FZ750 (1987-1991)

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Cologne, September 1984 enjoyed the worlds largest motorcycle show and Yamaha threw the kitchen sink at promoting their first four-stroke super sport machine code name 1FN. When the factory announced the previous year it had designed a sports bike engine with 20 valves, it was derided as a complex gimmick that offered no benefit over the previous 16 valve option.

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4.94 L/100 km; 57.2 mpg imp (47.6 mpg US) The Yamaha FZX750 was a motorcycle made by Yamaha from the early 1980s until the mid-1990s. The US version was the FZX700 Fazer, imported only in 1986 and 1987, with a 50 cc smaller engine displacement to avoid import tariffs on motorcycles larger than 700 cc. Its engine was a retuned version of the four-stroke DOHC twenty-valve four-cylinder inline engine found in the FZ750, producing ten BHP less than the 105 of the sports model, but having a ...

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Up for sale is my 1985 Yamaha FZ750. This bike has followed me around for awhile now and was purchased while I was in Japan. As such it does not have a US VIN number.

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1991 Yamaha FZ750 For Sale, £2595 This is a 1991 bike that was imported in 1999 by the previous owner and owned for 20 years. It is no

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PW50 (1981-1983; 1985-1987; 1990-2002), PW80 (1983; 1985; 1991-2002), BW80 (1986-1988; 1990)

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Illustrated in full colour throughout, each entry includes a detailed specification table and authoritative performance figures. The line-up features outstanding machines famed for their performance, technical brilliance and good looks.

Yamaha ist neben Honda der erfolgreichste Motorradhersteller der Welt. Allein in Deutschland rollen mehr als eine halbe Million Fahrzeuge mit dem Emblem der gekreuzten Stimmgabeln, das auf die Anfangszeit der Firma im 19. Jahrhundert als Klavierhersteller zurückgeht. Das vorliegende Buch beschreibt die spannende Geschichte der Yamaha-Motorräder, -Roller und -Leichtkrafträder von 1955 bis heute. Es präsentiert alle wichtigen Modelle, interessante Spezialitäten, Studien und Prototypen. Fans der Marke finden die berühmten luftgekühlten Zweitakter bis 1980 ebenso wie die modernen mit Flüssigkühlung; alle Chopper und Cruiser, die legendären Straßenviertakter sowie die aktuellen YZF-Straßensportmodelle. Auch die Enduros werden vorgestellt, ebenso Big-Bikes aller Epochen, aber auch viele Mopeds, Leichtkrafträder und Roller. Spezielle Kapitel behandeln die Entwicklung der Cross- und Trial-Modelle und Yamahas ruhmreiche Grand-Prix-Geschichte. Zusätzlich bietet dieses Standardwerk die technischen Daten aller wichtigen Yamaha-Serienmodelle und eine Auflistung der Rennsporterfolge.

Slow Burn tells how the superbike racing motorcycle developed out of the road-going sports-tourer to become one of the most successful competitions in all forms of motorcycle sport. As well as offering world championship class competition in its own right, superbike racing has been a highly competitive training ground for grand prix riders as well as helping manufacturers, distributors and dealers develop and improve their motorcycles. Superbike racing is to the motorcycle industry what touring car or NASCAR competition is to the car world – race on Sunday, sell on Monday. All the big names were drawn into the sport during its formative years and have been there ever since – Honda, Kawasaki, Suzuki, Yamaha, Ducati and Aprilia have all used superbike racing to test their street bike designs. And some of the biggest riders in the sport – Wayne Gardner, Wayne Rainey, Kevin Schwantz and Eddie Lawson – all started out on big, unruly superbikes, learning how to power slide their way around the world 's toughest tracks. It ' s all in superbike – and it ' s all in Slow Burn.

Readers can relive the true golden age of high-performance classic speedboats in this book that covers these mighty wooden-hulled craft from around World War I until just before the second World War. This was an era when speed was still a new plaything, and speedboats and aircraft were raced as passionately as were automobiles; when massive mahogany speedboats powered by engines from suppliers such as Rolls-Royce competed fiercely against rivals from around the world. Classic speedboat enthusiasts will relish the cutaway drawings of these craft, as well as the choice archival photography and the modern color photography of these now-impeccably restored beauties.

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